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taken in and pressurized in a supercharger 1 is supplied into a cylinder 31 via a first heat exchanger 2a and a second heat exchanger 2b arranged in series, as shown in a block diagram in FIG. 1.

Please replace the paragraph bridging pages 18 and 19 (line 25, page 18 through line 21, page 19), with the following rewritten paragraph:

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An operation and effects of the second embodiment will be explained. FIG. 6 is a map diagram showing relationship between engine output and supercharged air pressure. Specifically, the vertical axis represent shaft average effective pressure Pme, the horizontal axis represents engine speed N, and a curved line L in the graph represents a torque curve. The group of curved lines slanting to the right represents uniform pressure curves of supercharged air pressure P, and the pressure becomes higher toward the right and diagonally upward. Accordingly, on constant engine speed N1 shown by the broken line, output power of the engine 3 (specifically, load of the engine 3) is proportional to the supercharged air pressure P. In the second embodiment, the pressure sensor 11 detects the supercharged air pressure P. The controller 7 computes the output power (load) of the engine 3 from the detected value, and controls the flow of cooling water to the water cooling type of heat exchanger 2b based thereon. Hence it is possible to control the temperature of supercharged air at the outlet port of the water cooling type of heat exchanger 2b to be in a predetermined temperature range, and it is possible to allow the temperature of intake air of the cylinder 31 to converge in a narrower range than in the first embodiment.

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